

THE CHINA MAIL.

[NO. 800.—JANUARY 20, 1894.]

Prospectus.

ABRIDGED PROSPECTUS OF THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

CAPITAL £150,000,
Divided into 50,000 Shares of £3 each,
(of which not more than 25,000 will
be offered for Subscription).

TERMS—50 cents per share on application.
50 " " on allotment.
50 " " on the 31st March, 1894.
50 " " on the 30th April, 1894.

The balance at call in instalments of not
more than 50 cents per share—one month's
notice to be given in respect of each in-
stalment called up.

Application for Shares, accompanied by a
deposit of 50 cents per share, must be sent
in to the Hongkong and Shanghai Banking
Corporation or before the 31st day of
January, 1894.

For Form of Application apply to the
HONGKONG AND SHANGHAI BANKING
CORPORATION, and the STOCKBROKERS' AS-
OCIATION OF HONGKONG.

General Manager of Hongkong:
GEO. E. STEVENS.

Consulting Committee:
DAVID GILLIES.
JAMES BILLINGTON COUGHTRE.
FOON PONG.

Secretary pro tem.:
W. H. POTTS.

Bankers:
THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

Solicitors:
JOHNSON, STOKES & MASTER.

THIS Company is formed to acquire all
the properties and assets of the
BALMORAL GOLD MINING COMPANY, LIMITED,
now in liquidation, and hereinafter
called the Old Company.

These properties and assets are as fol-
lows:—The properties known as "The
Balmoral," "The Queen of the Mount," and
"The Eureka," (for which £10,665 Cash was
paid by the Old Company), and Machinery
and other Assets necessary and useful to
the New Company, valued at £24,000 and
in all £14,665.

Consideration to be paid on purchase
from the Old Company and its Liquidator.
22,685 shares to be allo-
cated shareholden in
the Old Company, £2
per share to be de-
ferred until paid
up, (and with a lia-
bility of £1 per share);
50 cents to be paid on
application, and the
balance to be at call) £45,372

Debts owing by the Old
Company and ex-
penses to date of and
including regis-
tration of the pre-
sent Company..... 24,600

N.B.—Many of the cred-
itors of the Old
Company have con-
sented to take fully
paid-up shares in
lieu of cash..... \$ 69,972

For working capital:
\$1 per share on 22,685
shares above men-
tioned..... 22,686

\$3 per share on 13,114
shares..... 57,342

Capital of the Company... \$150,000

From the above Statement it will be seen
that the Company pays the Old Company
(in shares) considerably less than their out-
lay for the purchase of the properties and
machinery.

It is believed that the properties above-
mentioned contain very valuable min-
erals being based on the following
ground:

(a) The favorable reports which have from
time to time been made on the property by
Messrs Cox and Seaver, and Mr
HENDERSON, independent mining experts
of good standing and repute in Australia.
Except from these reports accompany the
Prospectus, and the reports themselves, together with Plans of the prop-
erties, are open to inspection at the
Office of the Liquidator, No. 1, Duddell
Street, Hongkong. From these and
from the Extracts from the report of M.
CARL WILHELM GEORGE, the Liquidator
of the Old Company, it appears that there
is a consensus of opinion that the part of
those acquired will bear the facts, that
these are valuable mining properties.

(b) Gold to the value of £100,000 has
been taken out of these properties and
this without any real attempt to develop
the mines by sinking deep shafts.

(c) The mines when worked by tributaries
(i.e., few miners who from time to
time have leased the right to work) have
always made large profits for the workers.
Before the Old Company was formed
upwards of 3,452 oz of gold were won
from about 1,500 to 2,000 tons of stone,
and within the past 12 months tributaries
on the properties are getting out stone in
considerable quantities yielding from 1
oz to 31 oz to the ton. The workings
of the tributaries will not interfere with the
sinking of shafts and development of the
property and their right of tribute will
expire in September 1894.

(d) In parts of the Balmoral property the
reef has yielded as much as 4 oz to 7 oz
per ton, and it is confidently expected that,
with certain necessary expenditure
in sinking and driving and in the
purchase of additional machinery, these
properties will turn out gold in very
large quantities.

(e) The Government of New South Wales
have promised £100 towards shaft-sink-
ing on the Balmoral property, and the
Government Prospecting Board described
the Queen of the Mount as a splendid
property.

(f) On the Queen of the Mount property,
in 1892, 429 tons yielded 450 oz to
tributaries.

Both these properties and the Eureka
property are more fully referred to in the
extracts from Reports which accompany
the Prospectus.

It is believed that the want of success of
the Old Company was due to the gross
mismanagement, ignorance and waste of
money at the mines. The present Com-
pany intend to secure the services of a
competent manager from Hongkong in whom
the shareholders will have confidence and
whose head-quarters will be at the mines
and under whose management the money
of the Company will be applied honestly
and satisfactorily in the development of
the properties.

Prospectus and Forms of Application
for Shares can be obtained on application
to the HONGKONG AND SHANGHAI BANKING
CORPORATION, or from the STOCKBROKERS'
ASSOCIATION OF HONGKONG.

Hongkong, January 22, 1894.

Intimations.

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA
ORDINARY General MEETING
of the Company will be held at its
HEADQUARTERS, 38 and 40, Queen's
Road Central, on SATURDAY, the 3rd
February next, at Noon, when the Sub-
joined Resolution, which was passed at the
Extraordinary Meeting of the Company held
on the 18th January instant, will be sub-
mitted for Confirmation as a Special Reso-
lution:—

"That the Austin Arms Hotel and
Building Company, Limited, be wound
up voluntarily under the provisions of
"the Companies' Ordinances, 1865 to 1890,
and that Harr Beck, of Victoria, in the
Colony of Hongkong be and is hereby
appointed Liquidator for the purposes of
such winding-up."

By Order,
JOHN A. JUPP,
Secretary.

Hongkong, January 19, 1894. 140

CHARLES J. GAUFF & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VORTEX AND CELESTIAL
BINOCULARS AND TELESCOPES.

GROTCH'S LIQUID AND OTHER COMPASSE
ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE,
CHRISTIE & CO.'S ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY
in great variety.

DIAMOND S.

— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
PATENTS, at very moderate prices. 748

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

To Let.

TO LET.

FURNISHED OR UNFURNISHED.

STEWARD TERRACE, PEAK.

Apply to
DOUGLAS LAPRAIK & CO.

Hongkong, January 3, 1894. 12

HOUSE TO LET.

FURNISHED OR UNFURNISHED.

TO LET—FURNISHED.

FOR Sixteen Months, from 1st April,
No. 3, MOUNTAIN VIEW, THE
PEAK.

Apply, BY LETTER FIRST, to
ALFRED J. MAY,

Victoria College.

Hongkong, January 4, 1894. 26

TO LET.

NO. 2, PEDDER'S STREET, NEAR to the
Post Office—suitable for OFFICES
OR CHAMBERS.

Apply to
G. O. ANDERSON,

13, Praya Central.

Hongkong, March 1, 1893. 309

TO LET.

WILLING HOUSES—

BAHAR LODGE, at the PEAK.

NO. 2, "HILLSIDE" at the PEAK.

"THE WILDERNESS," CAINE

ROAD.

No. 2 and 6, CHANCERY LANE.

No. 8, GLENROY BUILDINGS.

FLOORS IN BLUE BUILDINGS,
FLOORS IN EIGHT STREET, PEAK
STREET.

FLOORS IN NO. 5, SHELLY
STREET.

Nos. 1, 2 and 3, VICTORIA VIEW,

Kowloon.

NO. 11, KNUTSFORD TERRACE, KOW-

LOON.

OFFICES AND SHOPS—

FIRST FLOOR, No. 4, Queen's

Road, Central, over the Bank of

CHINA, JAPAN & SIBERIA LTD.

GROUND FLOOR—Under HONG-

KONG HOTEL, Pedder's Street.

Praya Central, over MASA-

DAW'S LIPAIK & CO.

GOBOWNS—

BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, January 4, 1894. 18

TO LET.

From 1st March, 1894.

THE PREMISES AT QUEEN'S ROAD

CENTRAL, No. 72, presently occupied

by the PAUCO MAIL and OCCIDENTAL &

ORIENTAL R.R. CO.

Apply to
G. O. ANDERSON,

13, Praya Central.

LIMITED.

AGENTS IN HONGKONG:

Dakin, Cruckshank & CO.,

LIMITED.

VICTORIA DISPENSARY.

Entertainments.

HONGKONG SMOKING CLUB.

THE NEXT CONCERT will be held in
the THEATRE ROYAL, City Hall, on
SATURDAY, 3rd February, at 9.10 p.m.

Chairman, H. E. HUNTER, Esq.

JNO. D. LAPRAIK,
Hon. Secretary.

Hongkong, January 27, 1894. 206

TODAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking Cargoes & Passengers at through rates
for NINGPO, CHEFOO, TIENSIN,
NEW CHIANG, HANKOW and
Ports on the YANGTZE.)

FOR FREIGHT OR PASSAGE, APPLY TO
JARDINE, MATHEWS & CO.,
GENERAL MANAGERS.

Hongkong, January 29, 1894. 209

FOR SHANGHAI AND KOBE.

The Co.'s Steamship
Lokang.

Captain E. Andrew, will be
despatched above
TO-MORROW, the 30th Inst., at 4 p.m.

For Freight or Passage, apply to
T. T. FA & CO., Agents.

Hongkong, January 29, 1894. 210

FOR SHANGHAI (DIRECT).

(Taking Cargoes & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHIANG, HANKOW and
Ports on the YANGTZE.)

FOR FREIGHT OR PASSAGE, APPLY TO
T. T. FA &

At the Magistracy this morning two clodhopper boatmen were convicted by Mr Wodehouse of stealing a brass dead-light from the Monmouthshire at the Kowloon Wharves. One man was sent to prison for nine months, and the other for six months.

Mr H. E. Wodehouse took further evidence this morning in the charge of attempted murder brought against a private in the Hongkong Regiment. Surg-Captain Borrodale stated that the wounded hawdihar is still in great danger. In all there are fourteen wounds, the result of four shots. In the opinion of Surg-Captain Borrodale, the hawdihar is not likely to recover on account of an injury to his spinal cord. But although his life is in great danger, there is no immediate danger, and he might live for a year or for a week. It all depended on the amount of injury to the spinal cord. The case stands adjourned.

A meeting of the Shanghai Branch of the China Association was held on the 25th inst., for the purpose of considering the proposed appointment of M. W. V. Drummond to the office of Crown Advocate. There was a large attendance of members. The following resolution, to which there was only one dissentient, was passed:—That this meeting strongly deprecates the proposed appointment of M. W. V. Drummond as Crown Advocate as calculated to prejudice the interests of British subjects in China, the promotion and protection of which are the main objects of this Association.

CAPTAIN J. H. P. Parker has been engaged for some time negotiating between the C. M. S. N. Co. and the owners of a steam launch as to who was to blame for the sinking of the latter by the Hsing-ting on the evening of the 25th of last month. The accident happened near Gough Island in favour of the C. M. S. N. Co. It appears the launch had no conception of the value of the regulation signals.—N.C. Daily News.

A NAVAL return just issued is of great importance, having regard to the agitation with reference to increasing the Navy. It appears that in order to commission all auxiliary vessels with mobilised complements, which are considerably smaller than seagoing complements, 10,000 men would be required, whereas only 6,000 are available, so that should the Admiralty determine to largely increase the Navy, a considerable addition of men will be necessary.

On arrival this morning, says the *Singapore Free Press* of the 22nd inst., the extra P. & O. steamer *Forsyth*, from Bombay, was ordered into quarantine, the master, Captain Bishop, having to report a case of smallpox on board as having occurred amongst the coal trimmers. Another member of the crew, a Seedby, committed suicide on the 4th inst., by jumping overboard from the same vessel. She was released this afternoon at 1.30, and proceeded this evening to Hongkong.

THE votes recorded at Shanghai for Councils for 1894 resulted as follows, the first nine being elected:—

Messrs. No. of votes.
James L. Scott 156
J. Graham 156
E. A. Probst 153
N. A. Siebe 153
D. C. Jansen 153
D. M. Moses 153
E. F. Allard 153
John Cooper 153
F. Anderson 146
G. F. Fitch 146

Meets. J. Welch and W. D. Little were the scrutineers. One hundred and ninety-three votes were cast, and there were three irregular papers.

THE Admiralty have instructed Messrs. Yarrow and Co., of Poplar, to build a double-torpedo-boat, to be known as No. 90. She will be 140 feet long with a beam of 12 feet, and although her displacement will be barely a hundred tons, she will develop fourteen hundred horse-power. The little vessel is to be fitted with the Yarrow type of water-tube boiler and quadruple expansion engines, which will give her a speed of twenty-three knots. When she is completed some interesting experiments are to be carried out, as apart from the great speed it is expected to get from her she will be the only torpedo-boat in the British Navy, or perhaps any other navy, fitted with quadruple expansion engines and water tube boilers.

Mr Clement Scott thus speaks of the "Empress" steamers.—There are several Empresses about nowadays, since the public has not been slow to discover the value of the Rocky Mountain route from the East to Chicago and Canada. Captain Marshall, athlete and orator, is justly proud of the *Empress of India*. Here we have a vessel sound as rock, white as milk, and with every modern improvement to allay the grumblers and console the fastidious. First of all, I observe with delight that the Canadian Pacific authorities had taken a bold stroke and abolished deckchairs. There are abominable hindrances to comfort and convenience of endless rows on board ship, as far as an Empress boat is concerned, they all go by one swoop into the hold. The selfish men and women who block up every promenade and monopolise the deck corner are ruled out of the picture. An Empress boat there is something like organisation and order. There are seats for the lazy and plenty of walking space for such a desire exercise, and I doubt not that are the new departure of the Canadian Pacific will be the rule on all ocean steamers and not the exception.

HONGKONG RIFLE ASSOCIATION
Six members turned up on Saturday afternoon at the 200 and 300 yards to compete for the Long Range Cup and spoons. Lieut. Pearson, R.E., won the cup for the first time, also the handicap spoons, with 71 points, while Mr. Mann captured the net spoon with 67 points. Considering the unsuitability of the weather the shooting was fair, although below the average. The scores are as follows:—

Lt. Pearson, R.E. 33 18 51 20 71
Mr. Mann 23 34 67 67 0 57
Mr. Ford 35 32 67 67 0 57
Sergt. Mr. Liddle 26 12 47 0 47
Captain Palmer 4 27 31 10 41
Sergt. Gillies 15 7 25 12 37
M. H. Ellis + Marconi Bill.

KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The ordinary meeting of shareholders in this Company was held in the Company's Office, Victoria Buildings, this afternoon. Mr J. H. Cox, president, in the absence of Mr F. Henderson (Chairman), and there were present—Messrs E. Jones Hughes, J. Goemann (Director), A. Shelton Hooper (Secretary), H. J. Holmes, J. M. E. Machado, H. E. R. Hunter.

The Secretary read the notice calling the meeting, The Chairman said—Gentlemen, the report and account having been in your hands for some time I will, with your permission, consider them as read. So little time has elapsed since the date of the issuing of the report, we having nothing further to say than is mentioned in the report, but, before proposing the adoption of the report and accounts I shall be glad to answer any question within my power. First of all, I will read the letter which has been received from the auditors addressed to the Secretary:—

"My Dear Sirs:—Yes; I can only use the night staircase once."

His Lordship said—Gentlemen, the report and account having been in your hands for some time I will, with your permission, consider them as read. So little time has elapsed since the date of the issuing of the report, we having nothing further to say than is mentioned in the report, but, before proposing the adoption of the report and accounts I shall be glad to answer any question within my power. First of all, I will read the letter which has been received from the auditors addressed to the Secretary:—

"My Dear Sirs:—Yes; I can only use the night staircase once."

His Lordship—Where does it say that?

Mr Grati (of Mr G. D. Wilkinson's Office) appeared for the plaintiff, and Mr. G. J. Philpott for the defendant.

Mr Grati stated that the defendant hired a launch from his client on January 10 to run between Hongkong and Kowloon City, the consideration to be paid being \$20 a trip. It was stipulated that the defendant would take out a night clearance from the Harbour Master to allow the launch to leave the waters of the Colony. He got a permit and left for Kowloon City, returning to Hongkong and departing once again to Kowloon City. A summons was taken out against the owner of the launch, who was fined \$15, at the Magistrate, and it is in respect of that fine that the damages were sought.

His Lordship—The law does not say that every time he leaves the waters of the Colony he requires a permit.

Other evidence was also given.

His Lordship found for the defendant, and dismissed the action.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour Mr. E. J. Ackroyd, Presiding Judge.)

Monday, January 29.

LAUNCH TO KOWLOON CITY.

Tang Kai sued Leong Fat to recover a sum of \$80 as damages for breach of contract.

Mr. Grati (of Mr G. D. Wilkinson's Office) appeared for the plaintiff, and Mr. G. J. Philpott for the defendant.

Mr Grati stated that the defendant hired a launch from his client on January 10 to run between Hongkong and Kowloon City, the consideration to be paid being \$20 a trip. It was stipulated that the defendant would take out a night clearance from the Harbour Master to allow the launch to leave the waters of the Colony. He got a permit and left for Kowloon City, returning to Hongkong and departing once again to Kowloon City. A summons was taken out against the owner of the launch, who was fined \$15, at the Magistrate, and it is in respect of that fine that the damages were sought.

His Lordship—The law does not say that every time he leaves the waters of the Colony he requires a permit.

Other evidence was also given.

His Lordship found for the defendant, and dismissed the action.

THE SUNGPYU MASSACRE.

DISPATCHeS.

The N.C. *Daily News* of the 24th January publishes the full text of the second despatch sent by the Envoy of the Diplomatic Body at Peking, Dr. Denby, to the Taungli Yamén on the subject of the Sunpyu massacre, with the Yamén's reply, and comments upon them as follows:—The gist of the first despatch was communicated to us some time since by the late Mr. John MacGregor, and we know that the Foreign Ministers had demanded the exemplary punishment of all the officials, high and low, who failed to obey the Imperial Decree (of 13th June, 1891), and who by their culpable negligence had permitted this atrocious crime to be committed. They demand also, just and severe punishment of the ring-leaders of the mob, and of those who organised it, although not actively participating in it; but, it is now known that we have the full text of the Yamén's answer to this second despatch.

Mr. MacGregor proposed, as Director of the auditors, to have a reserve fund to meet depreciation of property. As a large shareholder, I think it is perfectly reasonable.

It is unusual to have a reserve fund except in shipping matters. For my part I am strongly of opinion that things should be done on behalf of such a fund.

Mr H. J. Holmes—I have heard what you have read with regard to the proposal of the auditors to have a reserve fund to meet depreciation of property. As a large shareholder, I think it is perfectly reasonable.

Other evidence was also given.

His Lordship found for the defendant, and dismissed the action.

THE CHINA MAIL.

the interest of China as well as that of their own nations. Finally:—The Foreign Representatives renew their demand that the officials who failed to do their duty at Sungpu, and the ring-leaders of the mob, be severely punished." The answer of the Yamén to this "despatch" is typically Chinese. The telegram from Chang Chin-tung was only sent in to the Foreign Ministers ten days ago.

published in English at the important port of Kobe, and giving a characteristic account of the departure of the *Hiroshima Maru*, about 400 tons, a head, and it included full dress, three Khaki caps, two pairs of boots, and the usual necessaries. So well has this system answered that the military authorities have allowed it to be continued, the man being granted an annual capitulation allowance, which is to be expended under the colonel's orders. Khaki uniform is, of course, similar to that worn by most regiments in India, but the new full dress is unique in the history of the army.

The *Hiroshima Maru* had an excellent record.

The *Kamogawa Maru*, belonging to the *Osaka Shosen Kaisha*, specially chartered by the Cotton Spinners' Union, left Osaka at about 8.30 a.m. for Kobe, having on board the members of the Union, 100 men, who were actuated by the Government officials.

The *Kamogawa Maru* had an excellent record.

THE CHINA MAIL.

(No. 665) — JANUARY 29, 1894.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

PIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(via Nagasaki) THURSDAY, Feb. 1,

Kobe, Inland Sea, at 1 p.m.,

and Yokohama, ...

(via of Peking) (via)

Nagasaki, Kobe, FRIDAY, Feb. 23,

Inland Sea and at daylight.

Yokohama, ...

China (via Nagasaki),

Kobe, Inland Sea, WEDNESDAY, Mar. 7,

Yokohama and at daylight.

Honolulu, ...

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, and

arrived at NAGASAKI, KOBE, INLAND SEA and

YOKOHAMA, on THURSDAY, the 1st

February, at 1 p.m., taking Passengers

and Freight for Japan, the United States,

and Europe.

Steamer of this line pass through the

INLAND SEA OF JAPAN, and call at

HONOLULU, and passengers are allowed

to break their journey at any point en route.

Through Passage Tickets granted to

England, France, and Germany by all

trans-Atlantic lines of Steamers, and to the

principal cities of the United States or

Canada. Rates may be obtained on applica-

cation.

First Class Passengers have full choice of

the Oceanic Route, including

CENTRAL PACIFIC, SOUTHERN

PACIFIC, UNION PACIFIC, NORTH

ERN PACIFIC, and DENVER and RIO

GRANDE RAILWAYS. They can also

travel over the CANADIAN PACIFIC

RAILWAY, on payment of \$10 in addition

to the regular tariff rate.

Particulars of the various routes can be

had on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval,

Military, Diplomatic, and Civil Services,

to European officials in service of China

and Japan, and to Government officials and

their families.

Through Bills of Lading issued for trans-

ports to Yokohama and other Japanese

Ports, to San Francisco, to Atlantic and

Pacific Cities of the United States, via

Overland Railway, to Havana, Trinidad,

and Demerara, and to ports in Mexico,

Central and South America, by the Com-

pany's and connecting Steamers.

Fright will be received in board until 4

p.m. the day previous to sailing. Parcels

Packages will be received at the office until

6 p.m. same day; all Parcel Packages

should be marked to address in full; name

of same is required.

Circular Invites to accompany Cargo

destined to points beyond San Francisco

in the United States should be sent to the

Company's Office in Sealed Envelopes,

addressed to the Collector of Customs at San

Francisco.

For further information apply to Passage

and Freight, to the Agency of the

Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, January 25, 1894.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIQUE PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON MONDAY the 6th day of February,

1894, at 3 p.m., the Company's

S.S. PRESENTE, Capt. D. HOORNEMAN,

with MAILED PASSENGERS, SPECIE,

and CARGO, will leave this port as above,

calling at NAPLES and GENOA.

Shipping Orders will be granted till

Noon, on SATURDAY, the 3rd February,

1894, at 3 p.m., the Company's

S.S. PRESENTE, Capt. D. HOORNEMAN,

with MAILED PASSENGERS, SPECIE,

and CARGO, will leave this port as above,

calling at NAPLES and GENOA.

Passenger who have paid full fare, re-

embarking at San Francisco for China or

Japan (or vice versa) within one year, will

be allowed a discount of 10 per cent.

This allowance does not apply to those fares

from China to Japan or Korea.

All Parcels should be marked to address in full, and same will be received by

the Company's Office, until 5 p.m. the

day previous to sailing.

Circular Invites to accompany Cargo

destined to points beyond San Francisco,

in the United States, should be sent to the

Company's Office, San Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,

Agent.

Hongkong, January 13, 1894.

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIKON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADEIAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX,

ALSO,

POETS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 7th February,

1894, at Noon, the Company's S.S.

MELBOURNE, Commandant VIMORE,

with MAILED PASSENGERS, SPECIE,

and CARGO, will leave this port for the

above places.

Cargo and Specie will be registered for

London, as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal ports of Europe.

Shipping Orders will be granted till

Noon, on SATURDAY, the 3rd February,

1894, at 3 p.m., the Agency's

Office.

Comments and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, January 27, 1894.

173

Mails.

Proposed Sailings from Hongkong.

(Subject to Alteration).

STRaits, Ceylon, Australia

India, Aden, Egypt

Mediterranean Ports

Plymouth and London

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL AND AMERICAN PORTS.

The Steamship THAMES, Capt. W. A.

SEATON, R.N.R., carrying Her

Majesty's Mails, will be despatched from

this for BOMBAY, on THURSDAY,

Tuesday, Feb. 1,

Kobe, Inland Sea, at 1 p.m.,

and Yokohama, ...

City of Peking (via)

Nagasaki, Kobe, FRIDAY, Feb. 23,

Inland Sea and at daylight.

China (via Nagasaki),

Kobe, Inland Sea, at daylight.

Hongkong, ...